

*copy 1*

**GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY**

**HYPERSONIC RESEARCH PROJECT**

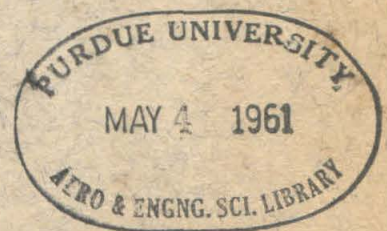
Memorandum No. 55

June 1, 1960

**USE OF FINE UNHEATED WIRES FOR  
HEAT TRANSFER MEASUREMENTS  
IN THE SHOCK TUBE**

by

Walter H. Christiansen



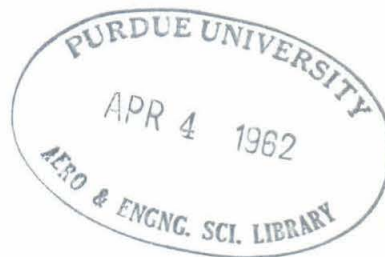
GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY  
Pasadena, California

HYPersonic RESEARCH PROJECT

ERRATA FOR

Memorandum No. 55

June 1, 1960



"Use of Fine Unheated Wires  
for Heat Transfer Measurements in the Shock Tube"

by

Walter H. Christiansen

page 13 -- Equation (20b) --

now reads  $\frac{\dot{Q}_{2D}}{Q_{3D}} \approx 1 + \frac{2}{\lambda} \frac{t}{\tau} + \dots$

It should read:  $\frac{\dot{Q}_{2D}}{Q_{3D}} \approx 1 + \frac{2}{\sqrt{\pi}} \sqrt{\frac{t}{\tau \lambda}}$

page 14 -- last line --

now reads: "a two per cent error in the ....."

It should read: "a ten per cent error in the ....."

GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY  
Pasadena, California

HYPERSONIC RESEARCH PROJECT.

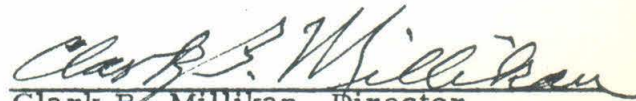
Memorandum No. 55

June 1, 1960

USE OF FINE UNHEATED WIRES FOR  
HEAT TRANSFER MEASUREMENTS IN THE SHOCK TUBE

by

Walter H. Christiansen

  
Clark B. Millikan, Director  
Guggenheim Aeronautical Laboratory

ARMY ORDNANCE CONTRACT NO. DA-04-495-Ord-1960



## ACKNOWLEDGMENTS

The author wishes to express his gratitude to Dr. Anatol Roshko for initiating this project and for his comments and review of the manuscript.

## ABSTRACT

This report describes the application of fine cold wires for heat transfer measurements in the shock tube. The use of the calorimetric property of the wire results in a heat transfer instrument with an output of .25 mv/oC and a response lag of less than 1  $\mu$ sec. The gage construction, calibration, and response characteristics are discussed. Some preliminary results are also presented.

# TABLE OF CONTENTS

PART	PAGE
Acknowledgments	ii
Abstract	iii
Table of Contents	iv
List of Figures	v
List of Symbols	vi
I. Introduction	1
II. Construction of the Gage	3
III. Metals for Use as a Fine Cold Wire	5
IV. Response Characteristics of a Fine Cold Wire	6
V. Support Effects on Heat Transfer Measurements	11
VI. Calibration of the Gage	15
VII. Estimate of Heat Conduction Losses to the Surrounding Media During Calibration	19
VIII. Operating Technique	22
IX. Preliminary Heat Transfer Measurements	24
X. Concluding Remarks	25
References	26
Figures	27

## LIST OF FIGURES

NUMBER		PAGE
1	The Gage and its Mounting	27
2	Equilibrium Temperature of the Wire as a Function of the Wire Geometry	28
3	Calibration Circuit	29
4	Characteristics of Calibration Circuit	30
5	Effect of Surrounding Media on Gage Output During Calibration	31
6	Block Diagram of Gage and Shock Tube for Heat Transfer Measurements	32
7	Typical Gage Responses in Shock Tube	33
8a	Preliminary Results	34
8b	Preliminary Results	35

# LIST OF SYMBOLS

d	diameter of wire , cm
l, L	length of wire , cm
$\delta$	some characteristic length , cm
$\psi$	distance measured along wire , cm
$\alpha$	coefficient of resistivity , $1/^{\circ}\text{C}$
$\rho$	density , $\frac{\text{gm}}{\text{cm}^3}$
c	specific heat, $\frac{\text{cal}}{\text{gm}^{\circ}\text{C}}$
T	temperature , $^{\circ}\text{C}$
R	resistance , ohms
$\sigma$	specific resistance , ohm cm
AR	aspect ratio , $l/d$
E	oscilloscope voltage , volts
V	battery voltage, volts
I	current , amps
C	capacitance , farads
U	velocity , cm/sec
k	thermal conductivity $\frac{\text{cal}}{^{\circ}\text{C} \text{ sec cm}}$
t	time , sec
Q	quantity of heat , cal
q	heat transfer/unit area, $\frac{\text{cal}}{\text{cm}^2 \text{ sec}}$
m	mass of the wire $\pi \frac{d^2 l}{4} \rho$ , gm
Nu	Nusselt no. $\frac{Q}{\pi k l \Delta T} = \frac{g d}{k \Delta T}$
$\tau$	time constant $\frac{d^2 \rho c}{4 \text{Nu} k}$ , sec
$\mathcal{L}$	Laplace transform of time
$\lambda$	non-dimensional length $\text{Nu} \frac{k_a}{k_w} \left( \frac{l}{d} \right)^2$



p. pressure , mm Hg.

### Subscripts

( )<sub>i</sub> some initial condition

( )<sub>w</sub> wire

( )<sub>r</sub> recovery temperature of wire

( )<sub>a</sub> air

## I. INTRODUCTION

A new heat transfer instrument has been developed for use in the shock tube. This report describes in detail the construction, calibration, and use of this instrument. The instrument is a fine "cold wire" that utilizes the transient nature of the hot flows produced in the shock tube for heat transfer or anemometry measurements. Physically, its appearance is similar to an ordinary hot wire anemometer, but conceptually, its application and use is quite different. A photograph of the gage and its mounting is shown in Figure 1. The gage uses only a small excitation current to produce a voltage signal across the wire. There is essentially no joule heating in the wire, and it will practically maintain the temperature of its surroundings before the initiation of the hot flow. After the shock wave passes over the wire, the wire begins to heat up in this flow. This heating continues until the wire reaches an equilibrium temperature or until the hot flow ceases. The wire is assumed to be a perfect calorimeter, that is, all the heat convected to the wire is stored in the wire itself. Calorimetric methods of heat transfer measurements have been used before in the shock tubes. (1,2) The resulting change of wire temperature produces a resistance change of the wire which is conveniently read as a voltage on an oscilloscope.

For quantitative heat transfer measurements, the physical constants  $\alpha$ ,  $\rho$ ,  $c$  and the geometrical quantities  $d$  and  $l$  must be known. Thus we have to evaluate two additional physical constants ( $\rho$  and  $c$ ) using this method of heat transfer measurement as compared to ordinary or steady state measurements with hot wires. An electrical calibration method has been developed to evaluate them.

The wires used in this report are made of either tungsten or platinum. The excitation current is adjusted so that there is no appreciable heating of the wire ( $\Delta T = T_w - T_i = 0$  ( $1^\circ\text{C}$ )), resulting in an output signal of .25 mv/oc. Preliminary measurements, calibration technique, end loss corrections, and response characteristics are presented to illustrate the performance of the instrument more fully.

## II. CONSTRUCTION OF THE GAGE

The wires can be made of practically any metal such as nickel, aluminum, or platinum. The maximum signal output, tensile strength, and commercial availability should be kept in mind. (See Part III.) In this investigation both platinum and tungsten wires were used with diameters comparable to those of standard hot wires -- roughly .0001" - .001". These are readily available from commercial firms. Either wire gives a good signal due to a flow in the shock tube, but tungsten has the obvious advantage of high tensile strength. However, it is available only in limited sizes.

The wire is conveniently supported by two sewing needles held in a bakelite wedge. (See Figure 1.) The wedge is attached to a side wall plug with electrical leads and inserted into the shock tube. For heat transfer measurements, the wire is placed perpendicular to the flow and centered on the shock tube axis to minimize any shock tube boundary layer and wall effects. The wedge is removable from the plug for convenience in replacing broken wires or wires of different diameters. The electrical connections are made with the pin connectors from Winchester plugs such as type MRE 20S. These are gold plated and make good electrical contact.

The platinum wires are directly soldered to the supports while tungsten must be copper plated first. In the latter case a thin layer of copper is deposited on the whole length of wire using a copper sulphate solution. It is then soldered to the supports. The plating process then is reversed to leave the wire bare. Spot welding the tungsten wire to the supports is another method of attaching it to the needles. Some damage is done to the supports and wire with this method, but it is more convenient and requires less time than copper plating. Both methods result in good electrical connections.

The construction of the gage provides for a fairly large aspect ratio  $(\frac{l}{d})$  to minimize any aerodynamic interference of the supports. This aspect ratio is held between 600 and 1200. For constant aspect ratio, the completed gage has a characteristic resistance proportional to the inverse of the diameter.

$$R_w = \frac{\rho l}{\frac{\pi d^2}{4}} = \frac{4 \rho AR}{\pi} \left( \frac{1}{d} \right)$$

The gage resistances vary from 2 ohms to 40 ohms at room temperature.



### III. METALS FOR USE AS FINE COLD WIRES

The discussion actually falls into three categories: 1) what metals are commercially available for fine wires, 2) what materials are structurally superior and 3) what metals will give the largest signal due to heat transfer? The first two questions are not dealt with here, only the latter. The voltage signal is (see Part IV)

$$\dot{E} = IR_w = IR_i \alpha_i \dot{T}_w$$

Assuming the wire to be a perfect calorimeter,  $\dot{T}_w$  can be written in terms of heat transfer

$$\dot{Q} = \frac{\pi d^2 l}{4} \rho c \dot{T}_w$$

With  $R = \frac{\rho l}{\pi d^2}$ , we get

$$\dot{E} = \frac{I \dot{Q}}{\left(\frac{\pi d^2}{4}\right)^2} \left(\frac{\rho \alpha}{\rho c}\right)_w$$

(1)

$I$ ,  $Q$ , and  $d$  are fixed by the geometry and flow conditions. Therefore, for maximum  $\dot{E}$ ,  $\left(\frac{\rho \alpha}{\rho c}\right)_w$  must be maximum. The table\* below lists some metals in their relative position with respect to this parameter.

Position	Metal	$\rho$	$\alpha/^\circ\text{C}$	$\text{g/cm}^3$	$c$	$\frac{\rho \alpha}{\rho c}$
1	Fe	9.8	.0065	7.9	.108	.074
2	Pt	9.8	.0039	21.5	.032	.055
3	Ni	6.9	.006	8.85	.112	.042
4	Pt90Rh10	18.4	.0016	21	.034	.041
5	W	5.5	.0045	19.3	.032	.040
6	Pt90Ir10	22	.001	21.6	.032	.032
7	Al	2.7	.0045	2.7	.226	.02
8	Au	2.4	.0034	19.3	.031	.014

\* Physical properties from Ref. (3)

#### IV. RESPONSE CHARACTERISTICS OF A FINE COLD WIRE

The response time of the instrument is limited by two characteristic times: 1) the characteristic time it takes to set up flow about the wire  
2) the characteristic time it takes to heat the wire uniformly throughout its volume.

1) The time required to establish flow over the wire is of order  $\frac{5d}{U}$  (assuming 5 body diameters to establish this flow). For the larger wire sizes this time is approximately 1  $\mu\text{sec}$ .

2) Heat diffuses with infinite signal velocity, that is, a pulse source of heat can theoretically be felt everywhere. One can define an effective time for penetration of a pulse of heat as

$$t \sim \frac{\rho c \delta^2}{k}$$

If  $\delta$  is taken to be equal to one half of the diameter of the wire, then this characteristic time is  $t \sim 1.6 \mu\text{sec}$  for a 1/2 mil platinum wire and .7  $\mu\text{sec}$  for a tungsten wire. Hence under most conditions in the shock tube, even those that involve small testing times  $O(10 \mu\text{sec})$ , the wire can be considered to be in steady flow and uniform in temperature. For smaller wires, of course, the characteristic times would be shorter.

A temperature rise of the wire is accompanied by a resistance variation of the wire. If this variation is moderate ( $\Delta T$  of the order  $200^\circ\text{C}$ ), the resistance of the wire is accurately given by

$$R_w = R_i (1 + \alpha_i (T_w - T_i)) \quad (2)$$

The subscript  $i$  denotes some initial condition where the properties of the wire are known. If a current is passed through the wire, the voltage drop

across it is equal to

$$IR_w = E = IR_i (1 + \alpha_i (T_w - T_i)) \quad (3)$$

The variation in voltage will be  $\Delta E$ .

$$\Delta E = \Delta IR_w + I \Delta R_w \quad (4)$$

If the voltage source has a high impedance compared to the wire, the current will essentially be constant. This will simplify the computations and reduction of data, although it is not a necessary simplification. Then

$$\Delta E = I \Delta R_w = IR_i \alpha_i (T_w - T_i) \quad (5)$$

An element made of tungsten with a diameter of .0005" has a resistance of approximately 6 ohms. With  $I = 10$  ma. and  $\alpha = .004/o$ , a voltage of .24 mv/o is produced. This seems like a small signal, but it should be remembered that large temperature differences are encountered in the shock tube and the heat content of the wire is small. Therefore the wire may heat up many hundreds of degrees during a run, resulting in a signal of many millivolts.

An ordinary heat balance of the wire is given by\*

HEAT STORED =

HEAT PRODUCED INTERIOR + HEAT CONVECTED + HEAT CONDUCTED  
(JOULE HEAT) (FORCED CONVECTION) (TO SUPPORTS)

---

\* At very low densities radiation may have to be taken into account.

With the assumption that the wire does not have any heat conduction losses to the supports and is uniformly heated in any cross-section, there will be no spatial variance of the temperature in the wire. This results in the simple equation

$$\frac{d}{dt} mc(T_w - T_i) = I^2 R_w + Q_{\text{FORCED CONVECTION}} \quad (6)$$

This equation graphically illustrates the difference between an ordinary hot wire and a cold wire as used in the shock tube. The left hand side of equation 6 is zero for steady state measurements with a hot wire or its use with compensating amplifiers. The Joule heat then equals the forced convection heat transfer. For a cold wire however, the Joule heat term is zero and thus

$$\frac{d}{dt} mc(T_w - T_i) = Q_{\text{FORCED CONVECTION}} \quad (7)$$

This equation can be readily integrated with the assumption of constant material properties.

$$\int_{T_i}^{T_w} \frac{\pi d^2 l \rho c}{4 q \pi d l} dT_w = \int_0^t dt \quad (8)$$

$$\frac{d\rho c}{4} \int_{T_i}^{T_w} \frac{dT_w}{q} = t$$

For  $q = \text{constant} = q_0$

$$\frac{d\rho c}{4 q_0} (T_w - T_i) = t \quad (9)$$

The temperature of the wire changes linearly with time.



However for a calorimeter gage, the heat transfer (q) is not necessarily constant, since the temperature difference between the wire and flow decreases as the wire heats up. Hot wire results (4) show that the Nusselt number is nearly constant for fixed flow conditions and all heat transfer rates.

Define 
$$Nu = \frac{Q}{\pi k l (T_\infty - T_w)} = \frac{g d}{k (T_\infty - T_w)}$$

Substituting into equation (7), we get

$$\frac{d\rho c}{4} \int_{T_i}^{T_w} \frac{dT_w}{\frac{Nu k}{d} (T_\infty - T_w)} = t = \frac{d^2 \rho c}{4 Nu k} \int_{T_i}^{T_w} \frac{dT_w}{T_\infty - T_w}$$

and

$$T_w = T_\infty - (T_\infty - T_i) e^{-\frac{4 Nu k t}{d^2 \rho c}} \quad (10)$$

The time constant for this idealized case is the intercept of the initial slope of the response with  $T_\infty$ . This gives for the response time (a measure of the time for thermal adjustment of the wire)

$$\tau = \frac{d^2 \rho c}{4 Nu k} \quad (11)$$

Typical time constants range from .1 to 10 msec. Generally speaking these times are longer than the uniform flow times encountered in the shock tube.

The forced convection heat transfer rate to the wire is given by

$$Q = g \pi d l = \frac{\pi d^2 l}{4} \rho c \frac{dT_w}{dt}$$

Since

$$\Delta T = \frac{E}{I R_i} \propto i \quad (\text{constant current operation})$$



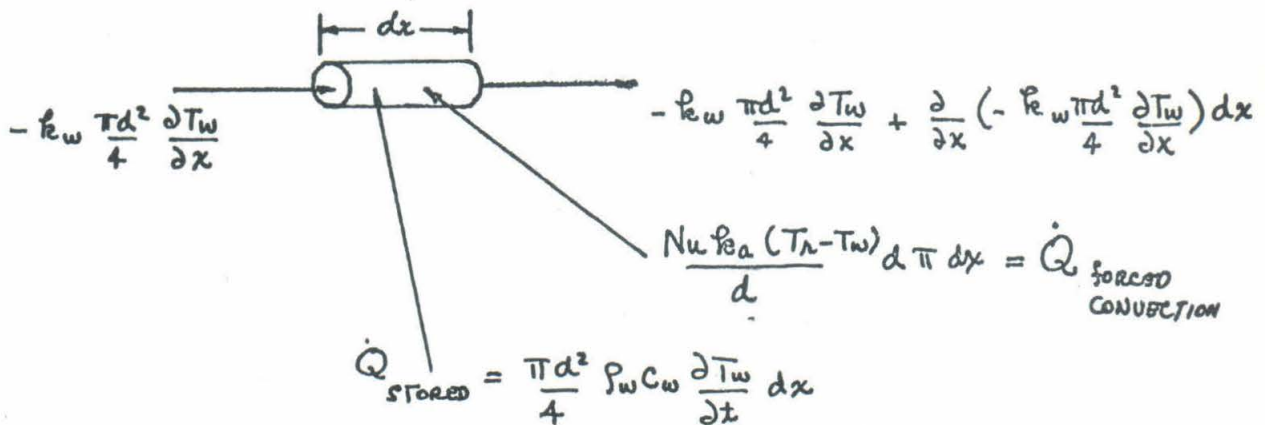
$$q = \frac{d\rho c}{4\alpha_i} \left( \frac{1}{IR_i} \right) \frac{dE}{dt} \quad (12)$$

Hence the heat transfer per unit area is directly proportional to the time rate of change of the voltage across the wire.

## V. SUPPORT EFFECTS ON HEAT TRANSFER MEASUREMENTS

As has been mentioned previously, the wire and its supports begin to heat up after the passage of the shock wave. However, the supports do not heat up as rapidly as the wire does because of their large differences in mass. This causes a temperature difference to be set up between the wire and its supports. When this occurs the wire is no longer a perfect calorimeter because some heat is lost by conduction to the supports.

If heat transfer measurements are made at some time after the shock has passed by, some correction will have to be made to correct for this heat loss. It is the purpose of this section to estimate this correction. To make the mathematical problem more tractable the following assumptions are made 1) no radiation effects 2) no joule heating 3) the physical parameters are constant and 4) the Nusselt no. does not depend on the heat transfer rates. Consider the heat balance of a small differential element.



This results in the following differential equation:

$$k_w \frac{d^2}{4} \frac{\partial^2 T_w}{\partial x^2} + Nu k_a (T_\infty - T_w) = \frac{d^2}{4} \rho_w c_w \frac{\partial T_w}{\partial t} \quad (13)$$

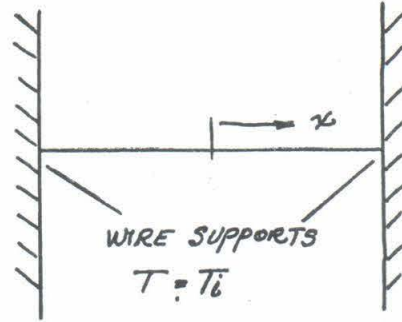
Let

$$\gamma = \frac{4 Nu k_a}{d^2 \rho_w c_w} ; \quad \kappa = \frac{k_w}{\rho_w c_w} ; \quad \Theta = \frac{T_w - T_i}{T_\infty - T_i}$$

The boundary condition and the initial condition are assumed to be

$$\Theta(x, t) = \begin{cases} \Theta(x, 0) = 0 \\ \Theta(\pm \frac{L}{2}, t) = 0 \end{cases}$$

$$\kappa \frac{\partial^2 \Theta}{\partial x^2} + \nu(1 - \Theta) = \frac{\partial \Theta}{\partial t}$$



(14)

Apply the Laplace transformation to the time variable.

$$\frac{\partial^2 \tilde{\Theta}}{\partial x^2} - \left( \frac{\nu + s}{\kappa} \right) \tilde{\Theta} = - \frac{\nu}{s \kappa}$$

(15)

With the transformed B.C. the solution to this equation gives:

$$\tilde{\Theta}(x, s) = \frac{\nu}{s(\nu + s)} \left[ 1 - \frac{\cosh \sqrt{\frac{\nu + s}{\kappa}} x}{\cosh \sqrt{\frac{\nu + s}{\kappa}} \frac{L}{2}} \right]$$

(16)

This expression is then inverted with the help of reference 5.

$$\Theta = \frac{T_w - T_i}{T_h - T_i} = 1 - \frac{\cosh \sqrt{\lambda} \frac{2x}{L}}{\cosh \sqrt{\lambda}} - \frac{2}{\pi} \lambda e^{-t/2} \sum_{n=0}^{\infty} \frac{(-1)^n \cos \left[ \left( n + \frac{1}{2} \right) \frac{2\pi x}{L} \right] e^{-\left( n + \frac{1}{2} \right)^2 \pi^2 \frac{t}{2\lambda}}}{\left( n + \frac{1}{2} \right) \left[ \left( n + \frac{1}{2} \right)^2 \pi^2 + \lambda \right]}$$

(17)

where  $\lambda = \frac{Nu k_a}{k_w} \left( \frac{L}{d} \right)^2$  a non dimensional length

$\tau = \frac{d^2 \rho_w C_w}{4 Nu k_a}$  ideal two dimensional time constant of wire.

From this expression the average temperature ( $\bar{T}_w$ ) can be calculated.

$$\frac{\bar{T}_w - T_i}{T_h - T_i} = \frac{2}{L} \int_0^{\frac{L}{2}} \frac{T_w - T_i}{T_h - T_i} dx = 1 - \frac{1}{\sqrt{\lambda}} \tanh \sqrt{\lambda} - \frac{2}{\pi^2} \lambda e^{-\frac{t}{2}} \sum_{n=0}^{\infty} \frac{e^{-(n+\frac{1}{2})^2 \pi^2 \frac{t}{2\lambda}}}{(n+\frac{1}{2})^2 \left[ (n+\frac{1}{2})^2 \pi^2 + \lambda \right]} \quad (18)$$

This mean wire temperature represents the temperature that is used to calculate the voltage signal.

$$\dot{E} = I \dot{R}_w = I R_i \propto_i \dot{\bar{T}}_w$$

The measured heat rate takes account only of the heat stored in the wire and this is equal to  $\frac{\pi d^2 l}{4} \rho c \dot{\bar{T}}_w$  or:

$$\dot{Q}_{3D} = \frac{\pi d^2 l}{4} \rho c (T_h - T_i) \left[ \frac{2}{\pi^2} \frac{e^{-\frac{t}{2}}}{\tau} \right] \left[ \sum_{n=0}^{\infty} \frac{e^{-\frac{t}{2\lambda} (n+\frac{1}{2})^2 \pi^2}}{(n+\frac{1}{2})^2} \right] \quad (19)$$

Ideally

$$\dot{Q}_{2D} = \frac{\pi d^2 l}{4} \rho c (T_h - T_i) \left[ \frac{e^{-\frac{t}{2\tau}}}{\tau} \right]$$

Therefore

$$\frac{\dot{Q}_{2D \text{ IDEAL } \lambda \rightarrow \infty}}{\dot{Q}_{3D \text{ MEASURED VALUE}}} = \frac{\pi^2}{2} \frac{1}{\sum_{n=0}^{\infty} \frac{e^{-(n+\frac{1}{2})^2 \pi^2 \frac{t}{2\lambda}}}{(n+\frac{1}{2})^2}} \quad (20a)$$

If  $\frac{t}{2\lambda} \ll 1$ , this function can be represented by

$$\frac{\dot{Q}_{2D}}{\dot{Q}_{3D}} \cong 1 + \frac{2}{\lambda} \frac{t}{2} + \dots \quad (20b)$$

At  $t = 0$ , the three dimensional heat transfer rate is identical with that of the two dimensional case and no end loss correction is needed. The time constant for the three dimensional wire is taken as the intercept of the initial slope of the wire's response with the equilibrium wire temperature.

Since the initial temperature slopes of the two and three dimensional wires are the same, the three dimensional time constant is related to the two dimensional one by

$$\tau_{3D} = \tau \left( \frac{\bar{T}_w - T_i}{T_\infty - T_i} \right)_{\substack{\text{equilibrium} \\ t \rightarrow \infty}} \quad (21)$$

A plot of the equilibrium wire temperature and  $\frac{\tau_{3D}}{\tau}$  is given as function of  $\lambda$  in figure 2. Generally,  $\lambda$  is of the order 100, which gives a two per cent error in the measured heat transfer rate at  $t/\tau = 1$ .



## VI. CALIBRATION OF THE GAGE

If the instrument is to be used for quantitative heat transfer measurements the physical and geometrical properties must be known. If only crude heat transfer measurements are to be made, handbook values of physical constants and manufacturer's specifications on the geometry would be acceptable. However, if more accurate results are desired individual calibration is necessary, since the above method is only good to  $\pm 20\%$ .

The separate quantity  $\alpha$  can be determined by measuring the resistance of the wire between melting ice and boiling water. This is standard practice in hot wire anemometry. A sample from each spool of wire was calibrated in this fashion and the results were assumed to apply to the rest of the spool. This method is believed to give  $\alpha$  to within one percent error. No attempt was made to calibrate the wire over a broader range of temperatures since it is believed that this calibration would be sufficiently accurate for wire temperatures up to  $300^{\circ}\text{C}$ , especially for tungsten. In almost all cases, the measured  $\alpha$  was considerably lower than those quoted in the handbooks.

The diameter and length of the wire used in the gage can be determined optically. Since the diameter of the wire is very important in these heat transfer measurements, it is desirable to check the manufacturers quoted diameter. In most cases the wires diameters are within  $\pm 5\%$  of the quoted figure, although some wires exceed this considerably. A sample of each spool of wire was measured. The results were then assumed to apply to the whole spool.

The last constant to check is the combination  $pc$ . An electrical means of calibration was chosen because it is fast, convenient, and accurate.

This type of calibration offers the additional convenience of easily checking the physical constants between shock tube runs. The method is to use a known heat input, measure the gage output and thereby determine the quantity  $\rho c$ .

A constant current discharge was obtained by utilizing a capacitor with a time constant (RC) much longer than the testing time. The calibration circuit is shown in figure 3. This circuit is a slight modification of the bridge used by Josef Rabinowicz<sup>(6)</sup>. The calibration was done in air at atmospheric pressure. With the assumption of no end losses to the supports and no heat conduction to the surrounding fluid, the equation that governs the response becomes:

$$(d/dt) mc (T_w - T_i) = I^2 R_w \quad . \quad (22)$$

The assumption of no heat conduction to the surrounding medium is weak. The heat loss to the surrounding fluid is a strong function of time and diameter. In Section VII an attempt is made to evaluate this assumption. The heating current  $I$  is given by

$$I = \frac{V}{R_2 + R_w} \quad , \quad (23)$$

where  $R_w$  is the actual resistance of the gage at any time. Substituting into equation (22) gives

$$\frac{\pi d^2 l}{4} \rho c \frac{dT_w}{dt} = \frac{V^2}{(R_2 + R_w)^2} R_w = \frac{V^2 R_i [1 + \alpha_i (T_w - T_i)]}{(R_2 + R_i)^2 \left(1 + \frac{R_i \alpha_i (T_w - T_i)}{R_2 + R_i}\right)^2} \quad (24a)$$

If  $\alpha \Delta T \ll 1$  (small times), the right side of the equation can be expanded

$$\frac{\pi d^2 l}{4} \rho c \frac{dT_w}{dt} = \frac{V^2 R_i}{(R_2 + R_i)^2} \left[ 1 + \frac{R_2 - R_i}{R_2 + R_i} \alpha_i \Delta T + \dots \right] \quad (24b)$$

The solution of this equation with the initial condition  $T_w = T_i$  at  $t = 0$  gives for small times

$$T_w - T_i \approx \frac{4 V^2 R_i t}{\pi d^2 l \rho c (R_2 + R_i)^2} + \dots \quad (25a)$$

or

$$\Delta R = \frac{4 \alpha_i}{\pi d^2 l \rho c} \frac{V^2 R_i^2 t}{(R_2 + R_i)^2} \quad (25b)$$

The voltage output  $\Delta E$  of the bridge due to the heating of the wire is given by

$$\Delta E = \frac{V R_2 \Delta R}{(R_2 + R_i)^2} \quad (26)$$

In this analysis both the changing current and resistance in the bridge was taken into account. This gives for  $\rho c^*$

$$\rho c = \frac{V^3 R_2 R_i \alpha_i t}{\frac{\pi d^2 l}{4} (R_2 + R_i)^4 E} \quad (27)$$

Figure (4) shows that for small testing times the response is indeed a straight line. Of course if the experimenter feels certain about the constant  $\rho c$ , the calibration could be used to determine some other parameter (e.g. the diameter) or group of parameters.

---

\* Caution should be used with the electrical discharge technique. The energy produced and stored in the wire must not raise the temperature of the wire more than a few hundred degrees. The voltage used for calibration must be varied accordingly.

If care is taken to measure the resistances, voltages, and volumes to 1/2% accuracy, the overall calibration should be better than 5%. The calibrations of each gage were repeatable to 1%. The values of  $\rho_c$  for tungsten wire used in this report varied between .6 and .65  $\frac{\text{cal}}{\text{cm}^3_{\text{OC}}}$ . The handbook value is approximately .62  $\frac{\text{cal}}{\text{cm}^3_{\text{OC}}}$ . It is felt that most of this variation of  $\rho_c$  actually represents the variance of the other physical and geometrical properties of the wire since these were determined by spool values rather than individual calibrations.



## VII. ESTIMATE OF HEAT CONDUCTION LOSSES TO THE SURROUNDING MEDIA DURING CALIBRATION

In calibrating the wire, some error is introduced due to the heat conduction to the surrounding medium. Figure (5) shows this effect. The rate at which heat is lost will be a function of the diffusivity of the surrounding medium, time, diameter of the wire, and other physical constants which are usually kept constant during all the calibrations. The ratio of heat conduction rate to the stored heat rate is the error in the calibration due to the presence of this heat loss mechanism.

$$\frac{\dot{Q}_c}{\dot{Q}_s} = \epsilon \quad (28)$$

It is this function that is studied here.

The value of  $\dot{Q}_c$  requires the complete solution of the heat equation in cylindrical coordinates with the appropriate initial conditions.

$$\frac{k_a}{r} \frac{\partial}{\partial r} \left( r \frac{\partial T}{\partial r} \right) = \rho_a c_a \frac{\partial T}{\partial t}$$

No solution of this equation in closed form could be found even for the simple case of a step rise in temperature of the wire <sup>(7)</sup>.

Dimensional Analysis suggests that the heat lost by conduction is represented by

$$q_c = \frac{k_a (T_w - T_a)}{d} f \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right) \quad (29a)$$

or

$$\dot{Q}_c = k_a (T_w - T_a) \pi \frac{L d}{d} f \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right) \quad (29b)$$



The stored heat rate is

$$\dot{Q}_s = \frac{d}{dt} \left[ \frac{\pi d^2 l}{4} \rho_w c_w (T_w - T_i) \right] = \frac{\pi d^2 l}{4} \rho_w c_w \dot{T}_w \quad (30)$$

Therefore

$$\frac{\dot{Q}_c}{\dot{Q}_s} = \frac{4 k_a (T_w - T_a)}{d^2 \rho_w c_w \dot{T}_w} f \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right) = \varepsilon \quad (31)$$

In the case of calibration of the wire,  $(T_w - T_a)$  is approximately represented by the function  $At$ , where  $A$  is a constant.

$$\frac{\dot{Q}_c}{\dot{Q}_s} = \frac{4 k_a At}{d^2 \rho_w c_w A} f \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right) = \frac{4 k_a t}{d^2 \rho_w c_w} f \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right) \quad (31)$$

The empirical form of  $f$  is approximated by

$$f = B \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right)^\beta \quad (32)$$

Fitting this to the calibration experiments gives

$$B = 1 \pm 20\%; \quad \beta = .07 \pm 10\%$$

in the range

$$1 < \frac{d^2 \rho_a c_a}{4 k_a t} < 100$$

Substituting equation (32) into equation (31) gives

$$\varepsilon = \left( \frac{4 k_a t}{\rho_w c_w d^2} \right) \left( \frac{d^2 \rho_a c_a}{4 k_a t} \right)^{.07} \quad (33a)$$

The density of the surrounding medium can be written in terms of pressure and temperature with the help of the ideal gas law.

$$\varepsilon = \left( \frac{4 k_a t}{\rho_w c_w d^2} \right) \left( \frac{d^2 \rho_a c_a}{4 k_a R_a T_a t} \right)^{.07} \quad (33b)$$

This formula shows the strong dependence of the calibration error on the diameter of the wire and time while the pressure has only a slight effect. If the allowable error is one percent, the maximum permissible calibration time is approximately 200  $\mu\text{sec}$  for a 1 mil wire and only 2  $\mu\text{sec}$  for a 1/10 mil wire, under atmospheric conditions. For accurate calibration, the calibration time must be reduced drastically with diameter.

## VIII. OPERATING TECHNIQUE

In making heat transfer measurements with this instrument, the wire's initial resistance is measured on a wheatstone bridge. The bridge also supplies the necessary excitation current which is monitored by a 1 ohm precision resistor and a Leeds and Northrup potentiometer. This current is kept constant by a swamping resistor in the bridge circuit which is 100 to 1000 times larger than the gage resistance. Gage resistances and excitation currents vary with the diameter. Typical values are:

R 2-40 ohms

I 20-1 ma

The signal is recorded on a Textronix 535 oscilloscope which is triggered by the passing of the shock wave. With careful calibration of the oscilloscope and gage, heat transfer measurements can be made to 5%. The gage calibration does not appreciably change if the initial resistance of the wire remains constant\*. A variance in the initial resistance of the wire of one percent may indicate that recalibration is needed to correct for a small change in this gage constant. The tungsten wires have an amazing durability if carefully built. Wires made from .0005" W have lasted more than 20 consecutive runs in the shock tube at  $M_S \sim 4$ , and  $p_1 \sim 10$  mm Hg.

Figure 6 illustrates the circuit used for heat transfer measurements.

---

\* As a rule some surface deterioration of the wires would be expected due to oxidation at the elevated wire temperatures in the hot flow. No large deterioration has been noticed due to this mechanism even after many consecutive runs in the shock tube. This is attributable to the short testing times involved. If the wire is in a reasonably stable state (i.e. not undergoing a phase transition), this fact permits the wire to be used consecutively without recalibration or at least with a minimum of recalibration.

## IX. PRELIMINARY HEAT TRANSFER MEASUREMENTS

Preliminary heat transfer measurements were made on some fine wires. After the passage of the initial shock wave the wires response should follow equation (10). If the flow times are short compared to  $\tau$ , the heat transfer is nearly constant and the response is a straight line. If the flow time is long compared to the time constant, the response is exponential. Figure (7) depicts these two conditions.

In this figure the termination of the hot flow is denoted by the first discontinuity after the arrival of the shock. This discontinuity is the contact surface and has been used in the study of the duration of the hot flow in the shock tube<sup>(8)</sup>.

The results of several runs are shown in figure (8). For the pressures and Mach nos. shown the heat transfer is proportional to  $\sqrt{\frac{p}{\rho}}$  as one would expect from hot wire data.



## X. CONCLUDING REMARKS

This report has described the application of fine cold wires for heat transfer measurements in the shock tube. With proper care taken in constructing and calibrating the wire, quantitative heat transfer measurements can be taken. The electrical calibration in air described herein has proved satisfactory, provided that any heat conduction to the surrounding media has been taken into account. Under conditions of radically changing heat transfer rates, the wires can be used as shock detection devices, contact surface detectors, or other timing operations.

It is convenient now to summarize some of the features of a fine cold wire as used in the shock tube.

- 1) Because the wire is not preheated, it maintains the temperature of its supports. Therefore, after the shock wave has passed over the wire, initially there are no end loss corrections.
- 2) No oxidation or surface deterioration of the wire due to preheating the wire.
- 3) Since end loss corrections are initially zero, a smaller aspect ratio ( $l/d$ ) can be used resulting in less wire breakage.
- 4) Heat transfer signals are easily interpreted and have no memory\*.
- 5) The response time is of order  $\frac{d}{U}$ . For moderate shock speeds, this time is less than 1  $\mu$ sec.

With its fast response time the gage should be applicable to many short duration flow problems with a hot gas.

---

\* The well known one dimensional heat transfer gage is an example of an instrument that has a memory. The heat transfer is related to the surface temperature by  $q = A \int_0^t \frac{T'(\tau) d\tau}{\sqrt{t-\tau}}$ . The integrand contains a weighting term that weights past times.



## REFERENCES

1. Rose, Peter H. : "Development of the Calorimeter Heat Transfer Gage for Use in the Shock Tubes". AVCO Research Report 17, February, 1958.
2. Rose, Peter H. and Stark, W. I. : "Stagnation Point Heat Transfer Measurements in Dissociated Air". AVCO Research Report No. 3, April, 1957. Also, J. Aero/Space Sci., Vol. 25, No. 2, pp. 86-97, 1958.
3. American Institute of Physics Handbook, McGraw-Hill, 1957.
4. Laufer, J. and McClellan, R. : "Measurements of Heat Transfer from Fine Wires in Supersonic Flows". J. of Fluid Mech., Vol. 1, Part 3, p. 276, Sept., 1956.
5. Bateman, Harry: Bateman Manuscript Project "Tables of Integral Transforms". McGraw-Hill, 1953.
6. Rabinowicz, Josef: "Aerodynamic Studies in the Shock Tube". GALCIT Hypersonic Research Project, Memorandum No. 38, June 10, 1957.
7. Carslaw and Jaeger: "Conduction of Heat in Solids". Oxford Clarendon Press, 1947.
8. Roshko, A. : "On Flow Duration in Shock Tubes". (unpublished - to appear in the Physics of Fluids, 1960).

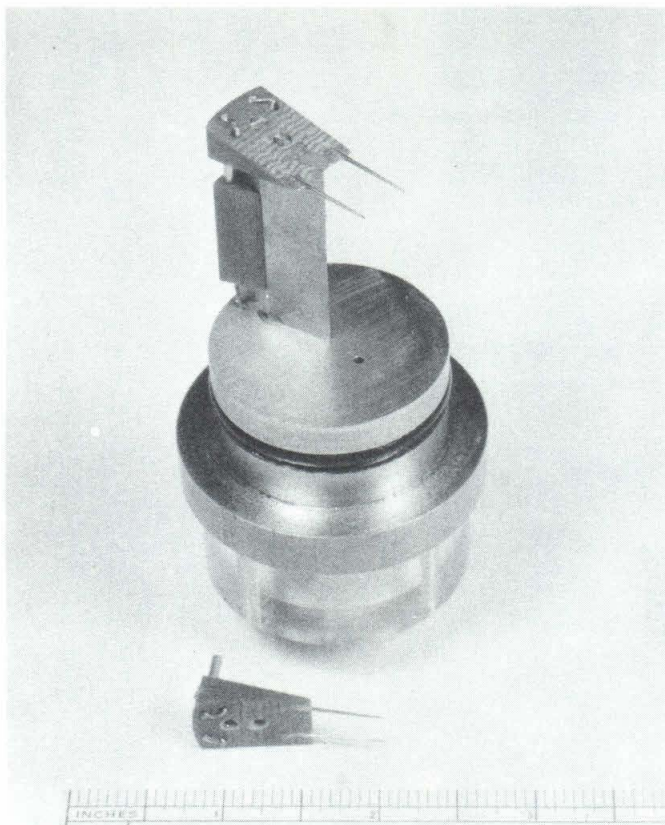


FIGURE 1

THE GAGE AND ITS MOUNTING

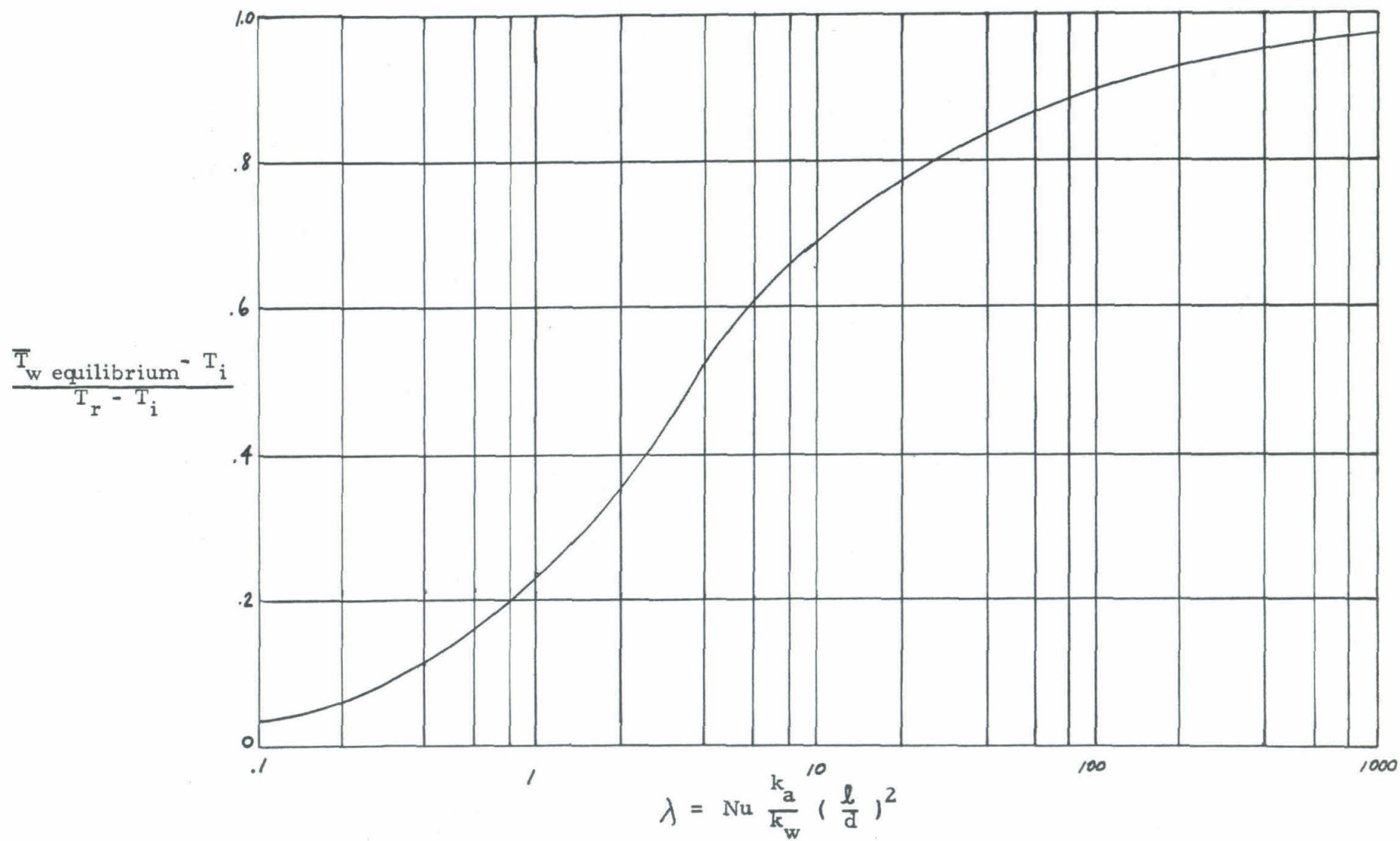
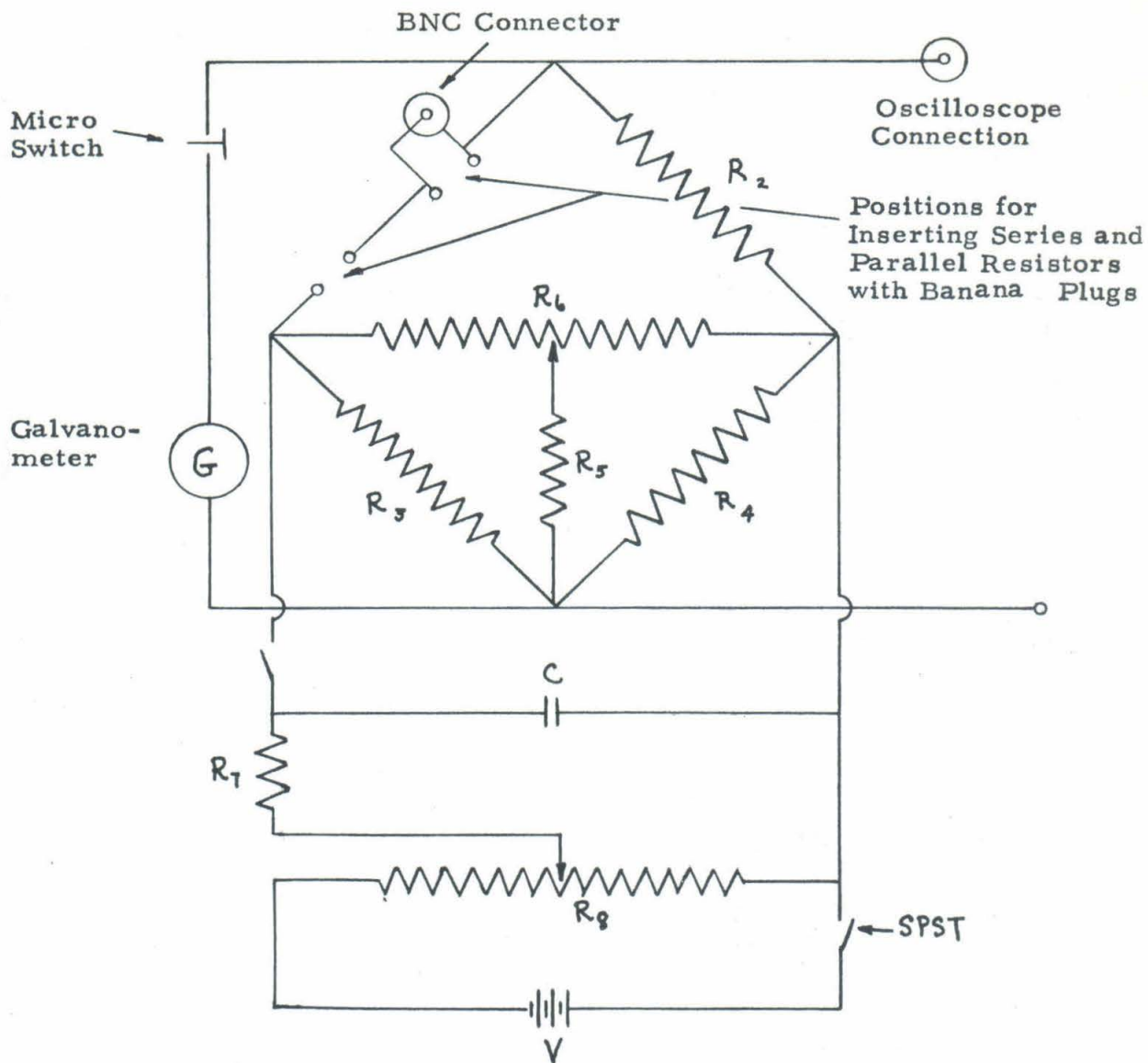


FIGURE 2

EQUILIBRIUM TEMPERATURE OF THE WIRE AS A FUNCTION OF THE WIRE GEOMETRY



$$R_w = R_3 = R_4 = 50 \text{ ohm}$$

$$R_5 = 500 \text{ ohm}$$

$$R_6 = 0 - 1000 \text{ ohm}$$

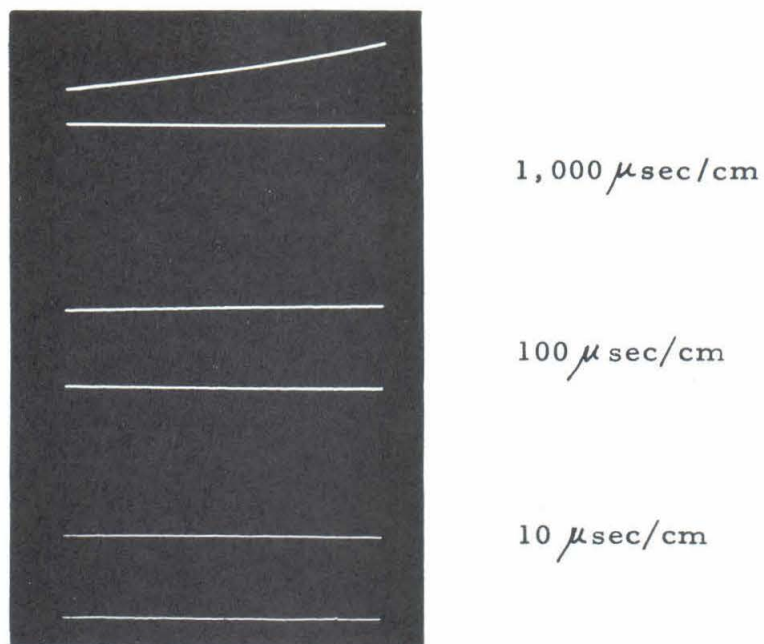
$$R_7 = 1000 \text{ ohm}$$

$$R_8 = 0 - 1000 \text{ ohm } (.25\% \text{ linearity Helipot})$$

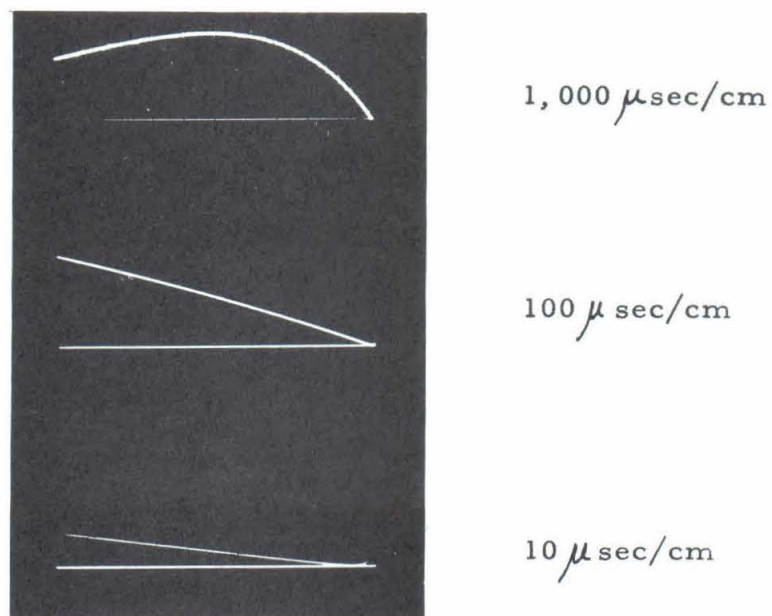
$$C = 250 \text{ microfarads}$$

FIGURE 3

CALIBRATION CIRCUIT



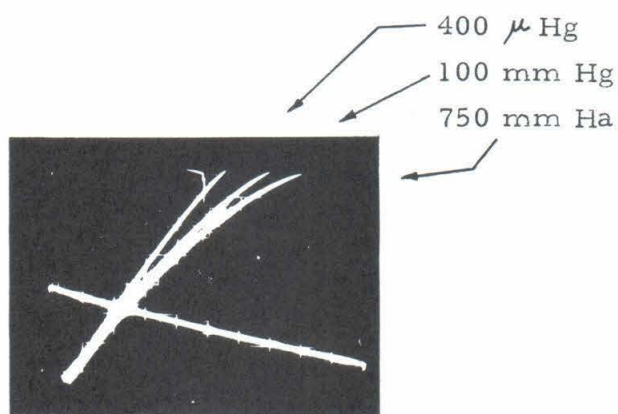
(a) Stable Resistance



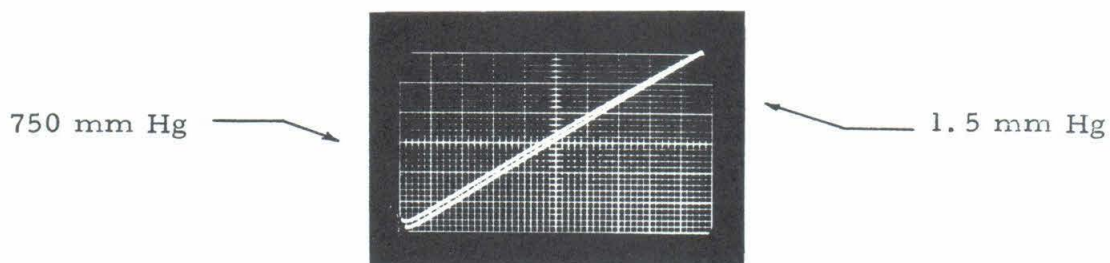
(b) Wire Resistance

FIGURE 4





Wire Material: Platinum  
Diameter: .0005"  
Sweep: 500  $\mu$ sec/cm  
Calibration: 50 mv/cm



Wire Material: Tungsten  
Diameter: .001"  
Sweep: 100  $\mu$ sec/cm  
Calibration: 10 mv/cm

FIGURE 5

EFFECT OF SURROUNDING MEDIA ON  
GAGE OUTPUT DURING CALIBRATION

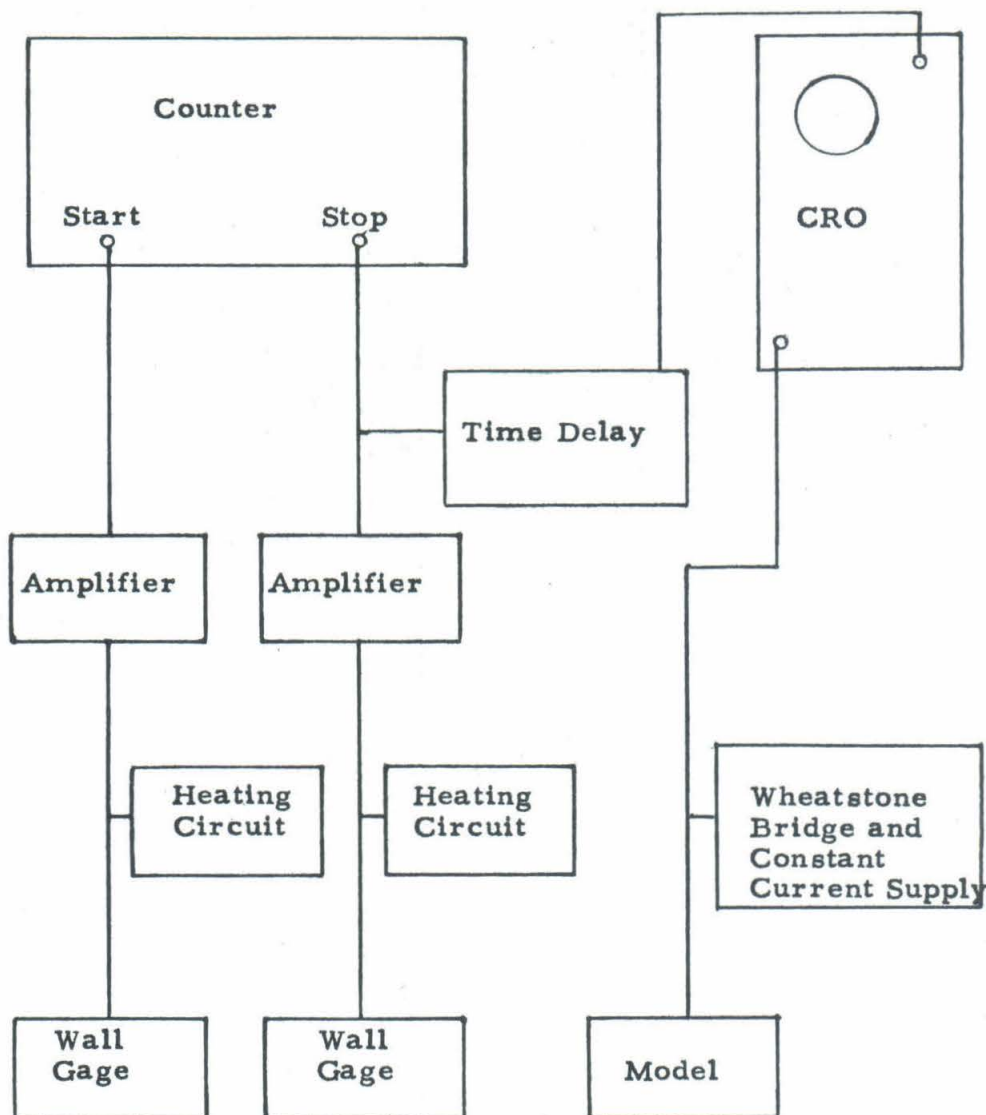
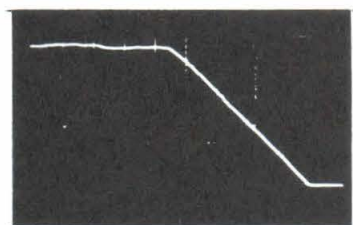


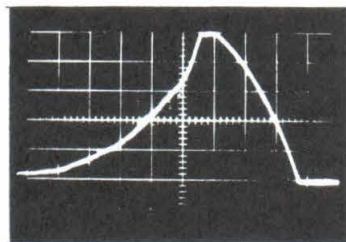
FIGURE 6

BLOCK DIAGRAM OF GAGE AND SHOCK TUBE  
FOR HEAT TRANSFER MEASUREMENTS



$$t/\tau \ll 1$$

Sweep:  $100 \mu\text{sec}/\text{cm}$  Experimental Flow Duration:  $450 \mu\text{sec}$   
 Material: Tungsten  $\tau = 3400 \mu\text{sec}$   
 d:  $= .001''$   $t/\tau = .132$



$$t/\tau \approx 1$$

Sweep:  $200 \mu\text{sec}/\text{cm}$  Experimental Flow Duration:  $540 \mu\text{sec}$   
 Material: Tungsten  $\tau = 485 \mu\text{sec}$   
 d:  $= .0002''$   $t/\tau = 1.11$

FIGURE 7

TYPICAL GAGE RESPONSES IN THE SHOCK TUBE

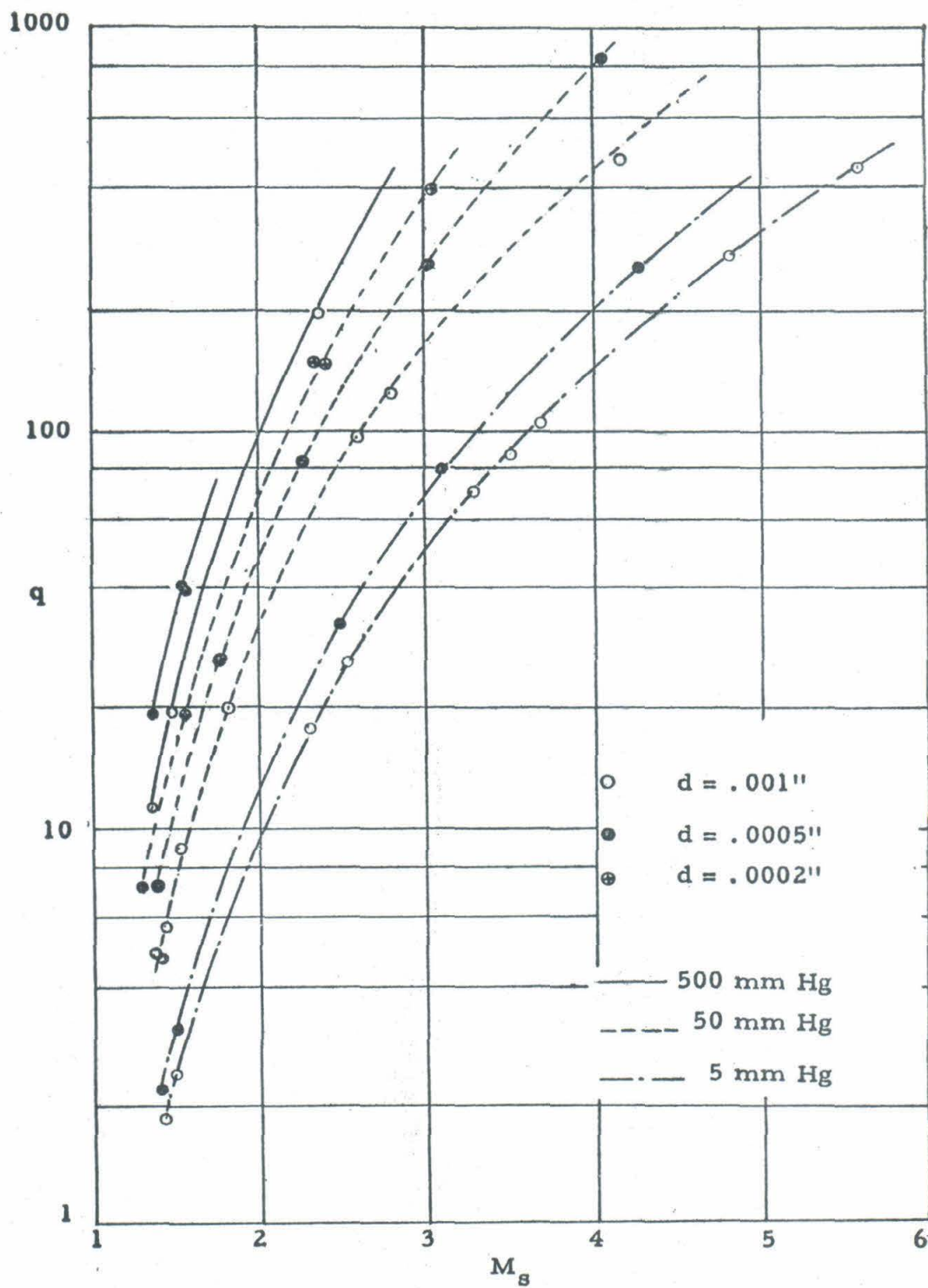


FIGURE 8a  
PRELIMINARY RESULTS

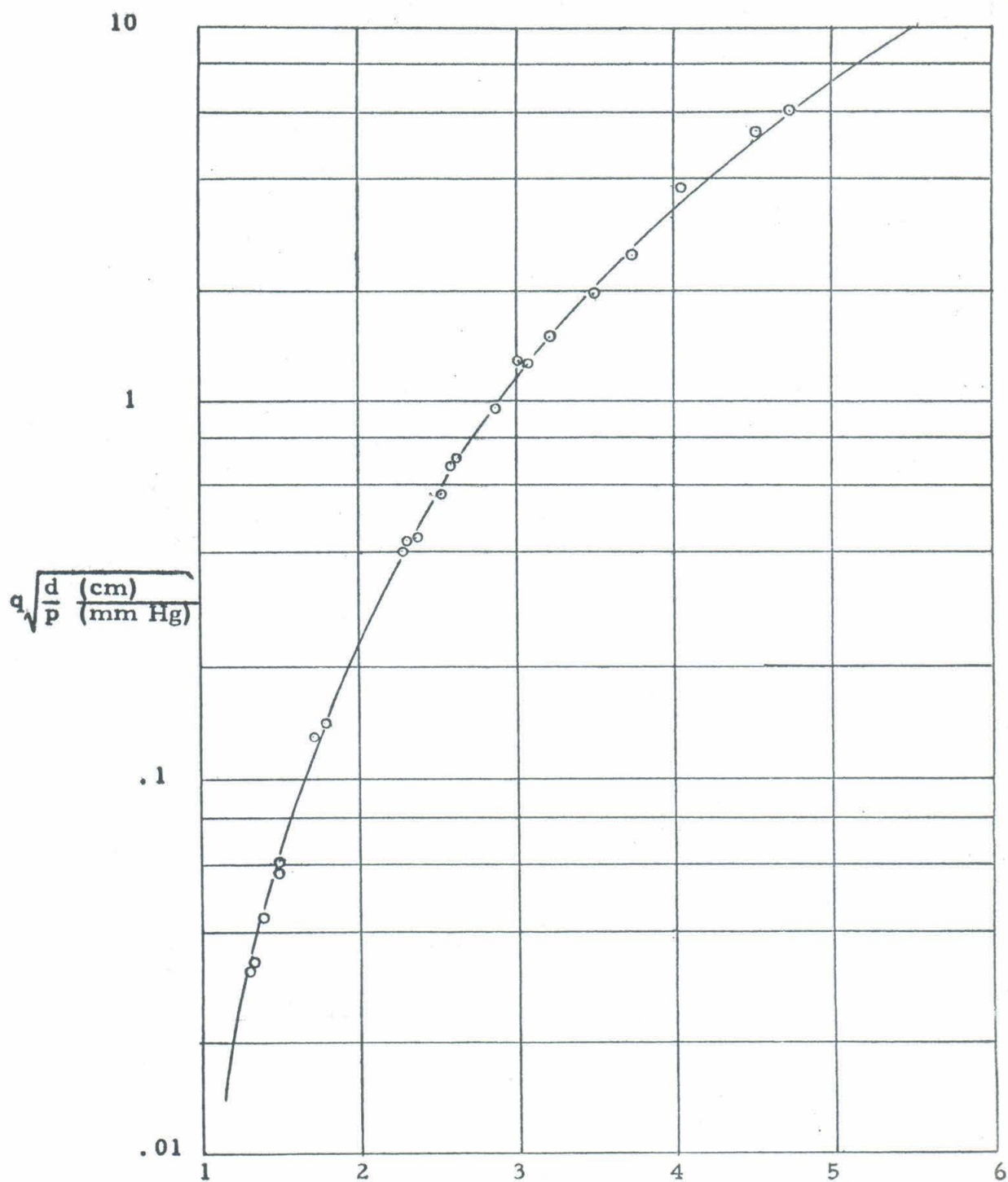


FIGURE 8b  
PRELIMINARY RESULTS



1 February 1960

GUGGENHEIM AERONAUTICAL LABORATORY  
CALIFORNIA INSTITUTE OF TECHNOLOGY

HYPERSONIC RESEARCH PROJECT  
Contract No. DA-04-495-Ord-19

DISTRIBUTION LIST

U. S. Government Agencies

Los Angeles Ordnance District  
55 South Grand Avenue  
Pasadena 2, California  
Attention: Mr. E. L. Stone  
2 copies

Los Angeles Ordnance District  
55 South Grand Avenue  
Pasadena 2, California  
Attention: ORDEV-00-  
Mr. Typaldos

Chief of Ordnance  
Department of the Army  
ORDTB - Ballistic Section  
The Pentagon  
Washington 25, D. C.  
Attention: Mr. G. Stetson

Chief of Ordnance  
Department of the Army  
Washington 25, D. C.  
Attention: ORDTB  
For Transmittal To  
Department of Commerce  
Office of Technical Information

Office of Ordnance Research  
Box CM, Duke Station  
Durham, North Carolina  
10 copies

Ordnance Aerophysics Laboratory  
Daingerfield, Texas  
Attention: Mr. R. J. Valluz

Commanding Officer  
Diamond Ordnance Fuze Laboratories  
Washington 25, D. C.  
Attention: ORDTL 06.33

Commanding General  
Army Ballistics Missile Agency  
Huntsville, Alabama  
Attention: ORDAB-1P  
2 copies

Commanding General  
Army Ballistics Missile Agency  
Huntsville, Alabama  
Attention: ORDAB-DA  
Mr. T. G. Reed  
3 copies

Commanding General  
Redstone Arsenal  
Huntsville, Alabama  
Attention: Technical Library

Army Ballistic Missile Agency  
ORDAB-DA  
Development Operations Division  
Redstone Arsenal  
Huntsville, Alabama  
Attention: Dr. Ernst D. Geissler  
Director, Aeroballistics Lab.

Army Ballistic Missile Agency  
ORDAB-DA  
Development Operations Division  
Redstone Arsenal  
Huntsville, Alabama  
Attention: Dr. Daum

Chief of Staff  
United States Army  
The Pentagon  
Washington 25, D. C.  
Attention: Director/Research

Exterior Ballistic Laboratories  
Aberdeen Proving Ground  
Maryland  
Attention: Mr. C. L. Poor

Ballsitic Research Laboratories  
Aberdeen Proving Ground  
Maryland  
Attention: Dr. Joseph Sternberg

Commanding General  
White Sands Proving Ground  
Las Cruces, New Mexico

Commander  
Air Force  
Office of Scientific Research  
Washington 25, D. C.  
Attention: RDTRRF

Air Force  
Office of Scientific Research  
SRR  
Washington 25, D. C.  
Attention: Dr. Carl Kaplan

Mechanics Division  
Air Force  
Office of Scientific Research  
Washington 25, D. C.

Commander  
Hq., Air Research and  
Development Command  
Bolling Air Force Base  
Washington, D. C.  
Attention: RDS-TIS-3

Air Force Armament Center  
Air Research and Development  
Command  
Eglin Air Force Base  
Florida  
Attention: Technical Library

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLSR

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLSW

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCOS1-9-5 (Distribution)

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLSW, Mr. P. Antonatos

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: Dr. H. K. Doetsch

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: Dr. G. Guderley

Commander  
Wright Air Development Center  
Wright-Patterson Air Force Base  
Ohio  
Attention: WCLJD, Lt. R. D. Stewart

Director of Research and Development  
DCS/D  
Headquarters  
USAF  
Washington 25, D. C.  
Attention: AFDRD-RE

Commander  
Western Development Division  
P. O. Box 262  
Inglewood, California

Commander  
Western Development Division  
5760 Arbor Vitae Street  
Los Angeles, California  
Attention: Maj. Gen. B. A. Schriever

Commander  
Arnold Engineering Development Center  
Tullahoma, Tennessee  
Attention: AEORL

Air University Library  
Maxwell Air Force Base  
Alabama

Commander  
Air Force Missile Development Center  
Holloman Air Force Base  
New Mexico  
Attention: Dr. G. Eber (MDGRS)

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring, Maryland  
Attention: Dr. H. Kurzweg

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring 19, Maryland  
Attention: Dr. R. K. Lobb

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring 19, Maryland  
Attention: Dr. Z. I. Slawsky

U. S. Naval Ordnance Laboratory  
White Oak  
Silver Spring 19, Maryland  
Attention: Dr. R. Wilson

U. S. Naval Ordnance Test Station  
China Lake  
Inyokern, California  
Attention: Mr. Howard R. Kelly, Head  
Aerodynamics Branch,  
Code 5032

Navy Department  
Bureau of Ordnance  
Technical Library  
Washington 25, D. C.  
Attention: Ad-3

Director  
Naval Research Laboratory  
Washington 25, D. C.

Office of Naval Research  
Department of the Navy  
Washington 25, D. C.  
Attention: Mr. M. Tulin

Commander  
U. S. Naval Proving Ground  
Dahlgren, Virginia

Bureau of Aeronautics  
Department of the Navy  
Room 2 w 75  
Washington 25, D. C.  
Attention: Mr. F. A. Loudon

Commander  
Armed Services Technical Information  
Agency  
Attention: TIPDR  
Arlington Hall Station  
Arlington 12, Virginia  
10 copies

National Bureau of Standards  
Department of Commerce  
Washington 25, D. C.  
Attention: Dr. G. B. Schubauer

National Aeronautics and Space  
Administration  
1512 H Street, N. W.  
Washington 25, D. C.  
Attention: Dr. H. L. Dryden, Director  
5 copies

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. H. Julian Allen

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Dr. D. Chapman

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Dr. A. C. Charters

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. A. J. Eggers

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. Robert T. Jones

National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Dr. M. K. Rubesin



National Aeronautics and Space  
Administration  
Ames Aeronautical Laboratory  
Moffett Field, California  
Attention: Mr. J. R. Stalder

National Aeronautics and Space  
Administration  
Langley Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. M. Bertram

National Aeronautics and Space  
Administration  
Langely Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Dr. A. Busemann

National Aeronautics and Space  
Administration  
Langely Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. Clinton E. Brown

National Aeronautics and Space  
Administration  
Langley Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. C. McLellan

National Aeronautics and Space  
Administration  
Langley Aeronautical Laboratory  
Langley Field, Virginia  
Attention: Mr. John Stack

National Aeronautics and Space  
Administration  
Lewis Research Center  
21000 Brookpark Road  
Cleveland 35, Ohio  
Attention: Library  
George Mandel

2 copies

Technical Information Service  
P. O. Box 62  
Oak Ridge, Tennessee

U. S. Government Agencies  
For Transmittal to  
Foreign Countries

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Australian Joint Services Mission

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Canadian Joint Staff

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Professor S. Irmay  
 Division of Hydraulic Engineering  
 TECHNION  
 Israel Institute of Technology  
 Haifa, Israel

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Dr. Josef Rabinowicz  
 Department of Aeronautical Engineering  
 TECHNION  
 Israel Institute of Technology  
 Haifa, Israel

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Dr. Yosujiro Kobashi  
 Aerodynamics Division  
 National Aeronautical Laboratory  
 Shinkawa 700 Mitaka City  
 Tokyo, Japan

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Professor Itiro Tani  
 Aeronautical Research Institute  
 Tokyo University  
 Komaba, Meguro-ku  
 Tokyo, Japan

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
Professor D. C. Pack  
 Royal Technical College  
 Glasgow, Scotland

Chief of Ordnance  
 Department of the Army  
 Washington 25, D. C.  
 Attention: ORDGU-SE  
     Foreign Relations Section  
For Transmittal To  
The Aeronautical Research  
     Institute of Sweden  
 Ulvsunda 1, Sweden  
 Attention: Mr. Georg Drougge

-----  
 Commanding Officer  
 Office of Naval Research  
 Branch Office  
 Navy, 100  
 FPO  
 New York, N. Y.  
 2 copies

Air Research and Development Command  
 European Office  
 Shell Building  
 60 Rue Rabenstein  
 Brussels, Belgium  
 Attention: Col. Lee Gossick, Chief  
 5 copies

Centre de Formation en Aerodynamique  
 Experimentale, C. F. A. E.  
 Rhode-Saint-Genese  
 72 Chaussee de Waterloo  
 Belgium  
 Attention: Library (1 copy)  
 Attention: Dr. Robert H. Korkegi (1 copy)



## Universities and Non-Profit Organizations

Brown University  
Providence 12, Rhode Island  
Attention: Professor R. Meyer

Brown University  
Graduate Division of Applied Mathematics  
Providence 12, Rhode Island  
Attention: Dr. W. Prager

Brown University  
Graduate Division of Applied Mathematics  
Providence 12, Rhode Island  
Attention: Dr. R. Probstein

University of California  
Low Pressures Research  
Institute of Engineering Research  
Engineering Field Station  
1301 South 46th Street  
Richmond, California  
Attention: Professor S. A. Schaaf

University of California at Los Angeles  
Department of Engineering  
Los Angeles 24, California  
Attention: Dr. L. M. K. Boelter

University of California at Los Angeles  
Department of Engineering  
Los Angeles 24, California  
Attention: Professor J. Miles

Case Institute of Technology  
Cleveland, Ohio  
Attention: Dr. G. Kuerti

Catholic University of America  
Department of Physics  
Washington 17, D. C.  
Attention: Professor K. F. Herzfeld

Cornell University  
Graduate School of Aeronautical Engineering  
Ithaca, New York  
Attention: Dr. E. L. Resler, Jr.

Cornell University  
Graduate School of Aeronautical Engineering  
Ithaca, New York  
Attention: Dr. W. R. Sears

Cornell University  
College of Engineering  
Ithaca, New York  
Attention: Professor N. Rott

University of Florida  
Department of Aeronautical Engineering  
Gainesville, Florida  
Attention: Professor D. T. Williams

Harvard University  
Department of Applied Physics and  
Engineering Science  
Cambridge 38, Massachusetts  
Attention: Dr. A. Bryson

Harvard University  
Department of Applied Physics and  
Engineering Science  
Cambridge 38, Massachusetts  
Attention: Dr. H. W. Emmons

University of Illinois  
Department of Aeronautical Engineering  
Urbana, Illinois  
Attention: Dr. Allen I. Ormsbee

University of Illinois  
Aeronautical Institute  
Urbana, Illinois  
Attention: Professor H. O. Barthel

The Johns Hopkins University  
Applied Physics Laboratory  
8621 Georgia Avenue  
Silver Spring, Maryland  
Attention: Dr. E. A. Bonney

The Johns Hopkins University  
Applied Physics Laboratory  
8621 Georgia Avenue  
Silver Spring, Maryland  
Attention: Dr. F. N. Frenkiel

The Johns Hopkins University  
Applied Physics Laboratory  
8621 Georgia Avenue  
Silver Spring, Maryland  
Attention: Dr. F. K. Hill

The Johns Hopkins University  
Department of Aeronautical Engineering  
Baltimore 18, Maryland  
Attention: Dr. F. H. Clauser

The Johns Hopkins University  
Department of Aeronautical Engineering  
Baltimore 18, Maryland  
Attention: Dr. L. Kovasznay

The Johns Hopkins University  
Department of Mechanical Engineering  
Baltimore 18, Maryland  
Attention: Dr. S. Corrsin

Lehigh University  
Physics Department  
Bethlehem, Pennsylvania  
Attention: Dr. R. Emrich

Los Alamos Scientific Laboratory  
of the University of California  
J Division  
P. O. Box 1663  
Los Alamos, New Mexico  
Attention: Dr. Keith Boyer

University of Maryland  
Department of Aeronautical Engineering  
College Park, Maryland  
Attention: Dr. S. F. Shen

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Director

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Professor J. M. Burgers

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Professor F. R. Hama

University of Maryland  
Institute of Fluid Dynamics and  
Applied Mathematics  
College Park, Maryland  
Attention: Professor S. I. Pai

Massachusetts Institute of Technology  
Cambridge 39, Massachusetts  
Attention: Dr. A. H. Shapiro

Massachusetts Institute of Technology  
Department of Aeronautical Engineering  
Cambridge 39, Massachusetts  
Attention: Professor M. Finston

Massachusetts Institute of Technology  
Department of Aeronautical Engineering  
Cambridge 39, Massachusetts  
Attention: Professor E. Mollo-Christensen

Massachusetts Institute of Technology  
Department of Aeronautical Engineering  
Cambridge 39, Massachusetts  
Attention: Dr. G. Stever

Massachusetts Institute of Technology  
Fluid Dynamics Research Group  
Cambridge 39, Massachusetts  
Attention: Dr. Leon Trilling

Massachusetts Institute of Technology  
Department of Mathematics  
Cambridge 39, Massachusetts  
Attention: Professor C. C. Lin

University of Michigan  
Ann Arbor, Michigan  
Attention: Dr. H. P. Liepmann

University of Michigan  
Department of Aeronautical Engineering  
Ann Arbor, Michigan  
Attention: Dr. Arnold Kuethe

University of Michigan  
Department of Aeronautical Engineering  
East Engineering Building  
Ann Arbor, Michigan  
Attention: Professor W. C. Nelson

University of Michigan  
Department of Aeronautical Engineering  
Aircraft Propulsion Laboratory  
Ann Arbor, Michigan  
Attention: Mr. J. A. Nicholls

University of Michigan  
Department of Aeronautical Engineering  
Ann Arbor, Michigan  
Attention: Professor W. W. Willmarth

University of Michigan  
Department of Physics  
Ann Arbor, Michigan  
Attention: Dr. O. Laporte

University of Minnesota  
Department of Aeronautical Engineering  
Minneapolis 14, Minnesota  
Attention: Professor J. D. Akerman



University of Minnesota  
Department of Aeronautical Engineering  
Minneapolis 14, Minnesota  
Attention: Dr. C. C. Chang

University of Minnesota  
Department of Aeronautical Engineering  
Minneapolis 14, Minnesota  
Attention: Dr. R. Hermann

University of Minnesota  
Department of Mechanical Engineering  
Division of Thermodynamics  
Minneapolis, Minnesota  
Attention: Dr. E. R. G. Eckert

New York University  
Department of Aeronautics  
University Heights  
New York 53, New York  
Attention: Dr. J. F. Ludloff

New York University  
Institute of Mathematics and Mechanics  
45 Fourth Street  
New York 53, New York  
Attention: Dr. R. W. Courant

North Carolina State College  
Department of Engineering  
Raleigh, North Carolina  
Attention: Professor R. M. Pinkerton

Northwestern University  
Gas Dynamics Laboratory  
Evanston, Illinois  
Attention: Professor A. B. Cambel

Ohio State University  
Aeronautical Engineering Department  
Columbus, Ohio  
Attention: Professor A. Tifford

Ohio State University  
Aeronautical Engineering Department  
Columbus, Ohio  
Attention: Professor G. L. von Eschen

University of Pennsylvania  
Philadelphia, Pennsylvania  
Attention: Professor M. Lessen

Polytechnic Institute of Brooklyn  
Aerodynamic Laboratory  
527 Atlantic Avenue  
Freeport, New York  
Attention: Dr. A. Ferri

Polytechnic Institute of Brooklyn  
Aerodynamic Laboratory  
527 Atlantic Avenue  
Freeport, New York  
Attention: Dr. P. Libby

Polytechnic Institute of Brooklyn  
527 Atlantic Avenue  
Freeport, New York  
Attention: Library

Princeton University  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Library

Princeton University  
Aeronautics Department  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Professor S. Bogdonoff

Princeton University  
Forrestal Research Center  
Building D  
Princeton, New Jersey  
Attention: Dr. Sin-I Cheng

Princeton University  
Aeronautics Department  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Dr. L. Crocco

Princeton University  
Aeronautics Department  
Forrestal Research Center  
Princeton, New Jersey  
Attention: Professor Wallace Hayes

Princeton University  
Palmer Physical Laboratory  
Princeton, New Jersey  
Attention: Dr. W. Bleakney

Purdue University  
School of Aeronautical Engineering  
Lafayette, Indiana  
Attention: Librarian

Purdue University  
School of Aeronautical Engineering  
Lafayette, Indiana  
Attention: Professor H. DeGroff

Rensselaer Polytechnic Institute  
Aeronautics Department  
Troy, New York  
Attention: Dr. R. P. Harrington

Rensselaer Polytechnic Institute  
Aeronautics Department  
Troy, New York  
Attention: Dr. T. Y. Li

Rouss Physical Laboratory  
University of Virginia  
Charlottesville, Virginia  
Attention: Dr. J. W. Beams

University of Southern California  
Engineering Center  
3518 University Avenue  
Los Angeles 7, California  
Attention: Dr. Raymond Chuan

University of Southern California  
Aeronautical Laboratories Department  
Box 1001  
Oxnard, California  
Attention: Mr. J. H. Carrington,  
Chief Engineer

Stanford University  
Department of Mechanical Engineering  
Palo Alto, California  
Attention: Dr. D. Bershader

Stanford University  
Department of Aeronautical Engineering  
Palo Alto, California  
Attention: Professor Walter Vincenti

University of Texas  
Defense Research Laboratory  
500 East 24th Street  
Austin, Texas  
Attention: Professor M. J. Thompson

University of Washington  
Department of Aeronautical Engineering  
Seattle 5, Washington  
Attention: Professor F. S. Eastman

University of Washington  
Department of Aeronautical Engineering  
Seattle 5, Washington  
Attention: Professor R. E. Street

University of Wisconsin  
Department of Chemistry  
Madison, Wisconsin  
Attention: Dr. J. O. Hirschfelder

Institute of the Aeronautical Sciences  
2 East 64th Street  
New York 21, New York  
Attention: Library

National Science Foundation  
Washington 25, D. C.  
Attention: Dr. J. McMillan

National Science Foundation  
Washington 25, D. C.  
Attention: Dr. R. Seeger

Industrial Companies and  
Research Companies

Aeronautical Research Associates  
of Princeton  
50 Washington Road  
Princeton, New Jersey  
Attention: Dr. Coleman Du P. Donaldson

Aeronutronic Systems, Inc.  
1234 Air Way  
Glendale, California  
Attention: Dr. J. Charyk

Aeronutronic Systems, Inc.  
1234 Air Way  
Glendale, California  
Attention: Dr. L. Kavanau

Aerophysics Development Corp.  
P. O. Box 689  
Santa Barbara, California  
Attention: Librarian

Allied Research Associates, Inc.  
43 Leon Street  
Boston, Massachusetts  
Attention: Dr. T. R. Goodman

ARO, Inc.  
P. O. Box 162  
Tullahoma, Tennessee  
Attention: Dr. B. Goethert

ARO, Inc.  
G. D. F.  
Arnold Air Force Station  
Tennessee  
Attention: J. L. Potter

ARO, Inc.  
P. O. Box 162  
Tullahoma, Tennessee  
Attention: Librarian,  
Gas Dynamics Facility

AVCO Manufacturing Corp.  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Dr. A. Kantrowitz

AVCO Manufacturing Corp.  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Dr. Harry E. Petschek

AVCO Manufacturing Corp.  
Advanced Development Division  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Dr. F. R. Riddell

AVCO Manufacturing Corp.  
2385 Revere Beach Parkway  
Everett 49, Massachusetts  
Attention: Library

Boeing Airplane Company  
P. O. Box 3107  
Seattle 14, Washington  
Attention: Mr. G. Snyder

Chance Vought Aircraft, Inc.  
P. O. Box 5907  
Dallas, Texas  
Attention: Mr. J. R. Clark

CONVAIR  
A Division of General Dynamics Corp.  
San Diego 12, California  
Attention: Mr. C. Bossart

CONVAIR  
A Division of General Dynamics Corp.  
San Diego 12, California  
Attention: Mr. W. H. Dorrance  
Dept. 1-16

CONVAIR  
A Division of General Dynamics Corp.  
San Diego 12, California  
Attention: Mr. W. B. Mitchell

CONVAIR  
A Division of General Dynamics Corp.  
Scientific Research Laboratory  
5001 Kearny Villa Road  
San Diego 11, California  
Attention: Mr. Merwin Sibulkin

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. W. B. Fallis

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. E. B. Maske



CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. W. G. McMullen

CONVAIR  
A Division of General Dynamics Corp.  
Fort Worth 1, Texas  
Attention: Mr. R. H. Widmer

Cooperative Wind Tunnel  
950 South Raymond Avenue  
Pasadena, California  
Attention: Mr. F. Felberg

Cornell Aeronautical Laboratory  
Buffalo, New York  
Attention: Dr. A. Flax

Cornell Aeronautical Laboratory  
Buffalo, New York  
Attention: Mr. A. Hertzberg

Cornell Aeronautical Laboratory  
Buffalo, New York  
Attention: Dr. F. K. Moore

Douglas Aircraft Company  
Santa Monica, California  
Attention: Mr. J. Gunkel

Douglas Aircraft Company  
Santa Monica, California  
Attention: Mr. Ellis Lapin

Douglas Aircraft Company  
Santa Monica, California  
Attention: Mr. H. Luskin

Douglas Aircraft Company  
Santa Monica, California  
Attention: Dr. W. B. Oswald

Douglas Aircraft Company  
El Segundo Division  
827 Lapham Street  
El Segundo, California  
Attention: Dr. A. M. O. Smith

General Electric Company  
Research Laboratory  
Schenectady, New York  
Attention: Dr. H. T. Nagamatsu

General Electric Company  
Missile and Ordnance Systems Department  
3198 Chestnut Street  
Philadelphia 4, Pennsylvania  
Attention: Documents Library,  
L. Chasen, Mgr. Libraries

General Electric Company  
Aeroscience Laboratory - MSVD  
3750 "D" Street  
Philadelphia 24, Pennsylvania  
Attention: Library

Giannini Controls Corporation  
918 East Green Street  
Pasadena, California  
Attention: Library

The Glenn L. Martin Company  
Aerophysics Research Staff  
Flight Vehicle Division  
Baltimore 3, Maryland  
Attention: Dr. Mark V. Morkovin

The Glenn L. Martin Company  
Baltimore 3, Maryland  
Attention: Mr. G. S. Trimble, Jr.

Grumman Aircraft Engineering Corp.  
Bethpage, New York  
Attention: Mr. C. Tilgner, Jr.

Hughes Aircraft Company  
Culver City, California  
Attention: Dr. A. E. Puckett

Lockheed Aircraft Corporation  
Missiles Division  
Van Nuys, California  
Attention: Library

Lockheed Missile Systems Division  
Research and Development Laboratory  
Sunnyvale, California  
Attention: Dr. W. Griffith

Lockheed Missile Systems Division  
P. O. Box 504  
Sunnyvale, California  
Attention: Dr. L. H. Wilson

Lockheed Missile Systems Division  
Lockheed Aircraft Corporation  
Palo Alto, California  
Attention: Mr. R. Smelt

Lockheed Missile Systems Division  
 Lockheed Aircraft Corporation  
 Palo Alto, California  
 Attention: Mr. Maurice Tucker

Marquardt Aircraft Company  
 P. O. Box 2013 - South Annex  
 Van Nuys, California  
 Attention: Mr. E. T. Pitkin

McDonnell Aircraft Corporation  
 Lambert - St. Louis Municipal Airport  
 P. O. Box 516  
 St. Louis 3, Missouri  
 Attention: Mr. K. Perkins

Midwest Research Institute  
 4049 Pennsylvania  
 Kansas City, Missouri  
 Attention: Mr. M. Goland, Director  
 for Engineering Sciences

North American Aviation, Inc.  
 Aeronautical Laboratory  
 Downey, California  
 Attention: Dr. E. R. van Driest

Ramo-Wooldridge Corporation  
 409 East Manchester Blvd.  
 Inglewood, California  
 Attention: Dr. M. U. Clauser

Ramo-Wooldridge Corporation  
 409 East Manchester Blvd.  
 Inglewood, California  
 Attention: Dr. Louis G. Dunn

Ramo-Wooldridge Corporation  
 P. O. Box 45564, Airport Station  
 Los Angeles 45, California  
 Attention: Dr. C. B. Cohen

Ramo-Wooldridge Corporation  
 P. O. Box 45564, Airport Station  
 Los Angeles 45, California  
 Attention: Dr. John Sellars

The RAND Corporation  
 1700 Main Street  
 Santa Monica, California  
 Attention: Library

The RAND Corporation  
 1700 Main Street  
 Santa Monica, California  
 Attention: Dr. C. Gazley

The RAND Corporation  
 1700 Main Street  
 Santa Monica, California  
 Attention: Mr. E. P. Williams

Republic Aviation Corporation  
 Conklin Street  
 Farmingdale, Long Island, New York  
 Attention: Dr. W. J. O'Donnell

Republic Aviation Corporation  
 Re-Entry Simulation Laboratory  
 Farmingdale, Long Island, New York

Space Technology Laboratories  
 P. O. Box 95001  
 Los Angeles 45, California  
 Attention: Dr. James E. Broadwell

Space Technology Laboratories  
 5740 Arbor Vitae  
 Los Angeles 45, California  
 Attention: Dr. J. Logan

United Aircraft Corporation  
 East Hartford, Connecticut  
 Attention: Mr. J. G. Lee

Internal

Dr. Harry Ashkenas  
 Dr. James M. Kendall  
 Dr. John Laufer  
 Dr. Thomas Vrebalovich  
 Dr. Peter P. Wegener  
 Dr. Harry E. Williams  
 Mr. Richard Wood  
 Hypersonic WT; Attn: Mr. G. Goranson  
 Reports Group  
 Jet Propulsion Laboratory  
 4800 Oak Grove Drive  
 Pasadena 2, California

Dr. S. S. Penner  
 Dr. Edward Zukoski  
 Mechanical Engineering Department  
 California Institute of Technology

Dr. W. D. Rannie  
 Jet Propulsion Center  
 California Institute of Technology

Dr. Julian D. Cole  
 Dr. Donald E. Coles  
 Dr. P. A. Lagerstrom  
 Prof. Lester Lees  
 Dr. H. W. Liepmann  
 Dr. Clark B. Millikan  
 Dr. Anatol Roshko

Aeronautics Library  
 Hypersonic Files (3)  
 Hypersonic Staff and Research Workers (20)

Foreign

via AGARD Distribution Centers

